RTIP ID# *(required)* LA0G092

TCWG Consideration Date September 23, 2008

Project Description *(clearly describe project)*
This is a demonstration pilot project that would initially convert existing high occupancy vehicle (HOV) lanes to high occupancy vehicle toll (HOT) lanes along portions of the I-10 and the I-110 freeways in Los Angeles County. **Please note:** heavy duty diesel vehicles are not allowed in HOV or HOT lanes, and buses using these facilities will be CNG. Therefore, heavy duty diesel vehicles do not now, nor will they in the future, use these facilities. Single Occupancy Vehicles (SOV) or those vehicles that do not meet the minimum occupancy requirement, during times of excess capacity, could have the option of paying a fee to use the HOT lanes on these facilities. A fee structure would be designed to keep traffic on the HOT lanes moving at speeds of at least 45 mph. The fee structure would vary by time of day and level of traffic congestion. The fees collected in the future would pay for operating expenses and excess revenues would pay for transit improvements such as purchasing additional buses (CNG), enhancing transit centers and expanding park and ride facilities and HOV facility improvements.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing state highway.

County	**Narrative Location/Route & Postmiles:**
Los Angeles	**I-10 from Alameda St./Union Station to I-605, PM 18 – 31** **I-110 from 182nd Street/Artesia Transit Center to Adams Blvd., PM 10 – 22.** **Caltrans Projects – EA#** n/a

Lead Agency: Los Angeles County Metropolitan Transportation Authority

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**EIRr**

Scheduled Date of Federal Action: 6/2009

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**	X **Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start			N/A	
End	6/2009	9/2009	N/A	12/2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Metro has been selected by the USDOT to conduct a congestion pricing demonstration project on portions of the I-10 and I-110 in Los Angeles County. This demonstration will assess the ability to increase throughput and manage the flow on the existing freeways through congestion pricing. (Throughput is the number of people who are moved, not the number of vehicles) Congestion pricing is an emerging field to help maximize the number of people who use transportation facilities.

Key congestion pricing benefits could include reduction in delays, an increase in the predictability of trip times, improvements to transit speeds and reliability of service, increases in transit ridership, and reductions in fuel consumption and vehicle emissions.

This pilot project will serve to demonstrate how congestion pricing can work for Los Angeles freeways. According to the 2000 Census, 70% of Los Angeles County commuters drive alone to work, and only 7% use transit. A goal of this project is to increase the mode shares of carpooling and transit, and the incentive is a faster travel time by maintaining the speed of 45 mph in the HOT lanes.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The I-10 component of the demonstration project connects downtown Los Angeles with communities along the corridor to the I-605. The corridor generally includes residential and commercial uses. The I-110 component of the demonstration project connects downtown Los Angeles with communities along the I-110 corridor to the Artesia Transit Center. The corridor generally includes residential, commercial and industrial uses.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year counts (2010):

I-10 Corridor: 230,000 – 260,000 AADT; 10,200 – 15,700 truck AADT with trucks as 4 -6.5 percent of total vehicles

I-110 Corridor: 260,000 – 350,300 AADT; 9,300 – 19,600 truck AADT with trucks as 3 – 7 percent of total vehicles

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
This project is a one year pilot demonstration project.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
This project is expected to increase the occupancy of vehicles (increase person throughput) on the I-10 and I-110 freeways. It will not remove current mixed flow traffic lanes, but rather, offer a time incentive to carpool, vanpool and transit users. No potential diesel truck traffic redistribution effects are anticipated in the all-purpose lanes adjacent to the proposed HOT lanes during the timeframe of the pilot project.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project does not qualify as a project of air quality concern because the project would not result in any increase in the number of diesel trucks that would utilize these facilities. Trucks are not allowed to use these facilities; so, as previously noted, there are no impacts from trucks. Traffic analysis for this project is currently underway. Preliminary analysis indicates that the impact of this project on the two freeway segments is, at a minimum, neutral, and possibly even positive. The project sponsor intends to collect data the project's potential effects on the overall facility, including diesel trucks. This project's investment in transit service and improvements is anticipated to increase the mode share of transit, and as a result increase throughput in these corridors without increasing congestion. Diesel trucks are not allowed to use HOV or HOT lanes in California. The buses used on these facilities are and will continue to be fueled by CNG, not diesel. Therefore, these facilities have no, and will continue to have no, effect on diesel traffic in the all-purpose lanes adjacent to the proposed HOT lanes during the timeframe of the pilot project.